

G-V-A-043

Benjamin F. Knepp Barn  
Redhouse  
Private

late 19th century

The Benjamin F. Knepp Barn is a gable-roofed, frame bank barn on a foundation of coursed, roughly squared stone. Its frame is constructed of circular sawn lumber with mortise and tenon joints. The exterior is sheathed with vertical board siding. Alterations include concrete block repairs in the foundation, the addition of a shed-roofed frame wing across the rear elevation, and the addition of a brick silo.

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Red House Inn Site

AND/OR COMMON

Benjamin F. Knepp Barn

**2 LOCATION**

STREET &amp; NUMBER

Route 219, SE side, .1 mile SW of US Route 50

CITY, TOWN

Redhouse

VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Garrett County

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

## ACCESSIBLE

☐ YES: RESTRICTED☐ YES: UNRESTRICTED☒ NO

## PRESENT USE

☒ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

Benjamin F. Knepp, Jr.

Telephone #: (301)334-4079

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #: 399

Folio #: 88

STREET &amp; NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

6-V-A-043

**CONDITION**☐ EXCELLENT☒ GOOD☐ FAIR☐ DETERIORATED☐ RUINS☐ UNEXPOSED**CHECK ONE**☐ UNALTERED☒ ALTERED**CHECK ONE**☒ ORIGINAL SITE☐ MOVED

DATE \_\_\_\_\_

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**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Benjamin F. Knepp Barn is a gable-roofed, frame bank barn on a foundation of coursed, roughly squared stone. Its frame is constructed of circular sawn lumber with mortise and tenon joints. The exterior is sheathed with vertical board siding. Alterations include concrete block repairs in the foundation, the addition of a shed-roofed frame wing across the rear elevation, and the addition of a brick silo.

Also located on the site are several early to mid twentieth century frame outbuildings including a corn crib, and a chicken house. A circa 1940 stone and frame dwelling replaces the frame dwelling that was the original mate to the barn.

**CONTINUE ON SEPARATE SHEET IF NECESSARY**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

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SPECIFIC DATES	late 19th century	BUILDER/ARCHITECT
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## STATEMENT OF SIGNIFICANCE

This is the site of the former Red House Inn, a stop for travellers on the Northwest Turnpike (present day US Route 50). The road was opened in 1832 and it is thought that the inn was constructed at that time. In the late 1870's Chris Martin bought the property and dismantled the inn to build himself a house. This house was, in turn, dismantled circa 1940 to provide a space for the present stone and frame dwelling. The barn that still stands is thought to date from Martins ownership.

CONTINUE ON SEPARATE SHEET IF NECESSARY

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Valerie Cesna, Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

December 1981

STREET &amp; NUMBER

Shaw House, 21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

t for canning peas and corn has  
blished at Loch Lynn. It has grown  
ell established business. The farm-  
e surrounding country have im-  
neir yield through modern farm  
All seeds are furnished by the

Mickey's Band, originated in Loch  
by the young people of Loch Lynn at  
Lake Park, grew into a popular organi-  
H. S. Mickey, of Mt. Lake, was inst  
until his death in 1947.

Weeks, Thekla Fundenberg

1949 Oakland, Garrett County, Maryland, Centennial History. (Benjamin F. Knepp Barn)  
Oakland, Maryland: Sincell Printing Company.

G-V-A-043

Red House Inn, site



### THE RED HOUSE

Built in 1884, by Christian Martin, succeeding  
the Red House Tavern. This has been succeeded  
by the present stone structure of B. F. Knepp.

RED HOUSE

# Red House, Maryland

Maryland has many unusual place names, like Girdletree, Red House, T.B., and Accident. This is another in a series of articles telling how these colorful names originated.



This is Red House, Garrett county, at the intersection of Routes 50 and 219. It takes its name from a vanished inn.

**M**OST of the old Northwestern Turnpike (now U.S. Route 50) was built from Winchester, Va., to Parkersburg, W. Va., in the 1830's. Horsemen, stagecoaches and the wagons of peddlers moved back and forth along it. Huge covered wagons, drawn by six and eight-horse teams and heavily laden with salt, flour, tools and other staples for settlers, rumbled along it. Drovers with herds of cattle for the Baltimore market moved over it from the then western part of Virginia.

Beside the turnpike, where it crosses a 9-mile segment of Maryland in lower Garrett county, a stagecoach and wagon stop was built in the early 1830's. In addition to the inn, there was a big stable for the draft horses, a high-railed enclosure for cattle, and a good-sized pot still, in which the establishment made its own whisky.

The inn was a two-story one, the top floor cut into bedrooms, the first floor con-

sisting of two dining rooms, a hall and kitchen. It was built to last. Upright wall supports were of pine, 1½ inches thick and up to 20 inches wide. Over these supports went weatherboarding of yellow poplar, an inch thick, 12 inches wide. The inn was painted dark red, and from this the small turnpike community was named: Red House.

**T**HE site is now occupied by Mr. and Mrs. Benjamin F. Knepp, who farm.

"I have heard that the inn prospered until the railroad began hauling freight over the mountains, putting the covered wagon trains out of business," Mr. Knepp says. "After that the building ceased to be an inn and became a dwelling. A Mr. Swartzentruber, an Amishman, is supposed to have owned it during the Civil War. Later a man named Henry G. Sanders bought it." Mr. Knepp's maternal grand-

father, Chris Martin, bought it from Sanders.

"The original inn was still here in 1877," says Mr. Knepp, "because that is the year my father, William Henry Knepp, and my mother were married. They were serenaded in the old inn."

The inn was torn down a few years after 1877, Mr. Knepp says, and with its timbers and lumber a new, smaller house was built. It, too, was painted red.

Mr. and Mrs. Benjamin Knepp, the present owners, had the second building dismantled in 1939 and 1940, and on the site they built a two-story colonial home of stone and wood. In the house they utilized many of the inn's original hand-hewn timbers. Second-floor dormers of the new house are of wood. They are still red and will remain so, the Knepps say.

The community today, consisting of about

half a dozen houses and perhaps two dozen people, is at the intersection of U.S. Routes 50 and 219. The place's "business district" around the laurel-lined highway intersection has two entries—a filling station owned and leased by Mr. Knepp, and a restaurant which preserves the section's old turnpike atmosphere. The restaurant, built of chestnut logs and furnished with "home-cobbled" furniture of chestnut and silver birch, serves regional dishes. It is operated by Russell L. Smith, the mayor of Oakland, 9 miles to the north.

**T**HERE are two churches, St. John's Lutheran Church and the Glade View Church of the Brethren. Red House children have a five-room school, which also serves other communities in the area.

Most visitors want to take snapshots of the red house. Mr. and Mrs. Knepp don't mind.

By Mr. Lee B. Shaffer

For the purpose of this article, the area being considered shall be, starting on the east where Nydeggers Run empties into the Potomac River, once known as North Branch, now Gorman, Maryland, proceeding northwest, bisecting the mouth of Cherry Creek where it empties into the Youghiogeny River, continuing in a straight line to the West Virginia line, roughly following McCulloughs pack horse trail, which followed a branch of the Great Warrior path and will comprise the communities of Ryan's Glade, Corunna, Red Oak, Lynn Dale, Gortner, Mason, Red House, Gauer, Sunnyside, Underwood and Silver Knob, the entirety being regarded as the Red House Community.

The terrain is mountainous. The great Backbone Mountain range bisects the community into an east and west section. In this range is located "Hoye Crest", the highest point in the State of Maryland.

The foothills and valleys are commonly gentle and rolling, entirely composed of a sand-clay-loam mixture that is favorable for farming.

The region is abundantly supplied with pure sweet water, many places bubbling out of the ground as springs, other places the underground supply can be tapped with a minimal amount of drilling, much of the water flowing in the Potomac and Youghiogeny Rivers is supplied by the community.

The eastern slope of the mountain is underlaid with several seams of bituminous coal that lends itself to both strip and deep mining methods. There are several deposits of clean sharp sand that lends itself to fine concrete work, these are not widely developed. There are several ledges of high quality limestone and large beds of potter's clay which are not being developed.

Several natural gas wells have been drilled that were producers. At the present time, the output is negligible.

An exploratory well has been sunk to a depth exceeding twelve thousand feet, the findings are a closely guarded secret.

Hardwood timber products are harvested from the western slope of the mountain and farmers wood lots.



The tillable land produces good crops of wheat, corn, oats, buckwheat and hay. Some cool climate crops, such as cabbage, cauliflower and string beans are grown also.

Little of the grain crop is sold outside of the community. Most of it is fed to dairy and beef cattle, hogs and sheep. The poultry industry also consumes a considerable amount of grain feeding laying hens, broilers and turkeys.

So far as can be ascertained, there were no known Indian encampments in this community. There is, however, evidence of a summer camp site in the Mason community. A branch of the Indians' "Great Warrior's" path traverses the community from north to south.

The Ashby family is generally given credit for establishing, in 1774, the first permanent settlement in the community.

There were, however, some squatters living here prior to their coming; namely a family by the name of Logsdon at North Branch, Gorman, Maryland. This was on McCullough's pack horse trail that traversed the community, leaving the Underwood Community near Charles Friend's, who lived just outside our community.

The same year that the Ashby's settled at Gortner, Maryland, the Governor, Horatio Sharpe, ordered a survey of certain tracts of western lands that lay in our community, to the extent of 8,740 acres, and was patented to; George Dixon, Hugh Scott, Samuel Chase, Colonel John Swan and Baker Johnston. These patents, however, were not validated until after the Revolutionary War.

In 1780, the property of all British subjects was confiscated, including that of Lord's Calvert's and Fairfax. It was resurveyed and awarded to war veterans.

A few veterans, namely Dudley Lee and Nicholas Gauer, elected to take up their warrants and their posterity and live in the community to this date. The balance was bought by land speculators; Captain Paul Hoyer, Colonel John Swan, Colonel's William and Francis Deakins and possibly others.

The census count of 1800 only lists three families that I can positively identify as living in the community, they are, Dudley Lee - a family of 10 plus one slave, George Rhinehart's family of 7, and William Ashby - a family of 6. Shortly after 1800 Nicholas Gauer arrived with a family of 10.

The pioneer settler, George Rhinehart, in 1823, erected a small building on his property and entered into an agreement with Miss Ann Thayer to do the teaching. Without a doubt this was the first school in the community. It was the subscription type, i.e., the parents in the community

agreed to pay a certain sum over a period of time for instruction.

The Ashby school at Underwood followed in 1824, and then others were formed at Lynn Dale, Mason, Gauer and possibly others, which the writer does not have knowledge of. This method was pursued until the legislature, in 1874, passed acts for the organization of a school system in the new County of Garrett.

Again public spirited George Rhinehart must be given the credit for establishing the first building for the use of religious worship. In 1820 he deeded to Fredrick Haas,  $\frac{1}{2}$  an acre of land for the site of a church. The following year he built a sizable structure from hewn logs. It was dedicated the same year by the Evangelist Missionary's Reverend Fredrick C. Heyer and Reverend Henry Gearhart. Its name was to be "Sussan's", in honor of his wife who was Sussanah Wiles, for the use of the German, Lutheran and Dutch Reformed Church congregation. It was used until about 1864 when a frame church was erected at Red House, which until 1907, when the present building was erected, on a low hill testifying to the citizens belief in the glory and greatness of Almighty God.

We count eight other edifices given over entirely to religious worship in our community. Other denominations are located in nearby communities.

In the year 1832, the great north-western turnpike was opened for traffic through the community. The economic impact was terrific. Settlers by the hundreds were lured by plenty of low priced land. Any commodity produced in the community found a ready market in seaboard cities. Large herds of cattle, swine and sheep and flocks of turkeys were walked to market over the turnpike.

And here it might be well to review the building and operation of this vast improvement.

The Virginia Assembly, in 1818, passed a resolution to build a highway from the Eastern tidewater to Saint Louis, Mo. At that time Virginia thought that her domain extended to the Mississippi River, if not to the Pacific Coast.

Ex-President and General, George Washington, claimed thousands of acres of land in Western Virginia and Northern Kentucky. Such a highway would enhance the value of this property.

The French born engineer, Colonel Claudius Crozet, was commissioned to locate and survey the route, with the specification that the roadway was to be twelve feet wide and no grade to exceed 5%.

The turnpike started at Georgetown, on the tidewater of the Potomac river, entered the community at North Branch, Gorman, and passed on into

G-V-A-043

Virginia, where James Chisholm had a mill on the banks of the Youghiogheny River.

A turnpike company was formed, charged with the duty of letting the contracts for actual construction and operation of the highway such as; establishing toll stations and the rate of toll, the sale of franchises to stage coach operators, the location of relay stations for the stage coach teams, the sale of franchises to professional stock drovers who walked their herds to market and wagon freighters who transported merchandise in large wagons using from four to eight horse teams.

Only one toll gate was in the State of Maryland and that was at a point where the Oakland to Saint George highway was crossed by the turnpike. Here was erected a tavern, believed to have been 100 X 200 feet and two stories high. It is not known for sure whether there was a stage relay there, certainly there were stock pens, for later soldiers burned the fence rails in their camp fires.

The first Tavern operator was Fredrick C. Carstens, who in 1841, sold to Peter Shirer. Mr. Shirer lived in the "Red House". It was a frame house sided with plank painted red. Mr. Shirer kept a "drover's pasture" at Red House. This was a pasture field fenced to hold livestock.

In 1854, the B. & O. Railroad was built through Oakland. This could transport passengers and merchandise much faster and cheaper and deliver it in better condition than possible by turnpike.

Immediately, traffic on the turnpike began to decline, Shirer's sold their interest at Red House to Jacob Swartzentruber in 1855. Mr. Swartzentruber owned it throughout the Civil War. The tavern floor that knew the tread of the gentleman's shoe and the tap of milady's slipper, now resounded to the thump of the soldier's boot. These same soldiers butchered the livestock for food, seized the forage of a large farm to feed their horses. confiscated all the food stuff in the tavern, and they even took a container of batter to make johnnycakes. The rails for the stock pens and furniture were burned in their camp fires.

Mr. Swartzentruber was a ruined man, his family was destitute. The mother and children were rescued by neighbors in the Gortner community and transported to relatives in Southern Pennsylvania. He remained to protect his 200 acre farm and other property as much as possible. At the close he was an embittered, disillusioned man. He sold the property to Christian Martin and left this community never to return.

The turnpike Commissioner disappeared during the war. The roadway was in disrepair. It was left to inhabitants living nearby. There was practically no through traffic. Mr. Martin had no use for a tavern and especially one of that size. They demolished the building, salvaged what

was usable and erected a family size home. Retaining some of the red painted boards, to carry on the tradition of the "Red House".

About 1890 Christian Martin transferred the property to his son-in-law, William Knepp.

The popularity of the automobile and development of the motor truck created the need for better roads. In 1922 the Oakland to Saint George Road was graded and paved. A few years later the same treatment was given to the old turnpike and it was designated as U.S. 50, but there was no toll gates or taverns for public accommodation.

In the late 1920's, Mr. Benjamin Knepp, Williams son, came into possession of the property. He built a gasoline service station diagonally across the highway. He razed the old dwelling and erected in its place an up-to-date residence, again using some material salvaged from the original to retain the "Red House" tradition.

Heavy tonnage of freight was moved over U.S. 50 until 1975, when an east-west expressway was opened in the northern part of the County. The wider roadbed, the milder grades and prohibiting of villages with their reduced speed ordinances would naturally draw truckers to use it. Businesses along the old pike are in a decline now.

What will happen to cause a resurgence of the importance of the old turnpike is a secret held by the future!

To resume the history of the community; the period between the opening of the turnpike and the Civil War, was one of expansion and mild prosperity. Farm produce could be sold, but the distance from the market, and high transportation costs, did not tend toward high returns. As to expansion, new homesteads were located and made passable and new communities were formed.

1861, War was declared between the States. That dark, disgraceful page in the history of our fair land.

Able-bodied men volunteered to serve on the side that exemplified their ideals.

The Union forces erected a fort on a hill overlooking the turnpike at North Branch. They named it Fort Pendelton in honor of Philip Pendelton of Berkley Springs. He was owner of the property. A squad of soldiers was detailed to man the fort. The Confederates burned the wooden covered bridge over the Potomac River.

Being on the border line, all inhabitants were under suspicion, and thus fair prey for foraging parties sent out by both armies, plus roving gangs

G-V-A-043

of desperados who respected no law and feared neither man nor devil.

A remnant of General Garnett's defeated Army went into a rest camp on a knoll covered with gigantic oak trees, just north of the Red House Tavern, and there burned in their camp fires the lumber stacked to build a house of worship, which caused a delay of seven years in the erection of Saint John's church building.

Many more incidents could be related but these must be sufficient for this narrative.

The passage of time erases all things both good and bad, so with 1865 peace was restored to the community. Short periods of prosperity were interspersed with money panics, laboring mens strikes and Government corruption.

In 1884, Henry Gassaway Davis built the Western Maryland Railroad along the Eastern border of the community, providing transportation for lumber and coal to eastern markets. The following year the Preston Railroad Company built a logging railroad through the western edge, and the Kendall Lumber Company began harvesting the virgin timber on the west slope of Backbone Mountain. Many laboring men were needed to man the industries. Workmen flooded into the community, many to remain as permanent settlers, others to move on as the work was finished.

Food for the lumber camps and forage for the logging teams found ready market at fair prices.

But it could not last. In 1918, war was declared on Germany and others for transgressing America's neutrality and harassment of our shipping on the high seas.

Our young men volunteered and later were conscripted. Our daughters joined the Red Cross. Households went on war time rations to free food-stuffs for the Army and our allies.

Farmers were generally in good condition to do their share. Soil fertility and livestock herds had been built up to a high degree, and the harvests were plentiful.

Following the war was a period of highway improvement. Both primary roads were regraded and hard surfaced. This lessened the impact of the postwar depression, thus times continued until the start of the great depression of the 1930's. Again the populace of the community suffered less than most urban communities. The farmers were well equipped for production without great outlay and so, were able to produce their own food. Plus a quantity to give away to their less fortunate neighbors.

Also, about this time the fluid milk market was made available

The Red House Community, but not Limited  
Geographic Boundaries

The early history of the now Red House Community is void of documentation. However, some things have been told by the writer that can neither be supported or refuted. One item comes to mind of a story told me as a boy by Delia A. Wolfe, Daughter of Marcellus and Naoma Fike Wolfe. Aunt Delia, as we Hamilton children called her (she worked and was a part of our family for forty years, even precedent coming to Red House), told us of a grave near the road marked by a headstone. This stone is still in our possession. It is dated April 26, 1780, with the initials MF. The story is that this young mother either starved or was ravaged by Indians while her husband had gone East and off the Mountain for supplies. There was no doubt that Indians, from time to time, used this area in and about the community as a hunting ground. The Hurley Miller Estate farm has, in the past, been a place to find arrow heads a plenty. The date of their use is not supportable at this time. (This proceeding was provided by Wayne B. Hamilton).

Reverend John Phillips, a Presbyterian clergyman was born in Cambridge, Maryland. He was the first school master in the community while also serving as pastor of Susan's Church. School was conducted in the church. He served during the trying times of the Civil War. The regular pastor, Reverend John H. Cupp was at the front serving as a Chaplin in the Union Army. The Reverend John Phillips married Elizabeth Hoyer in 1853. On January 6, 1859 the Executor of John Hoyer's Estate deeded to Elizabeth Hoyer Phillips the old Goff farm, 760 acres on the Northwestern Turn Pike, now U.S. 50, west of Red House and valued at

G-V-A-043

\$500.00. This property is currently know, owned and operated as Hamilton Farms. This deed was made to carry out John Hoyer's policy of giving to each of his neices and nephews an ample tract of land. John Hoyer owned a large amount of land both here in Garrett County as well as in Allegany County. He had no children of his own, thus the policy for other heirs. The property bequeathed to his niece was a part of the property claimed by John T. Goff, as a settler in 1787. Rowan White had rented the farm several years before the Phillips family occupied it. In 1859 most of the land was forest, glade meadow and pasture. The Phillips home was a large double two story log house with a porch which connected the main building with a separate dining room and kitchen. Two large living rooms occupied the lower floor with bedrooms above. Stone chimneys at each end of the house heated it. The house served as an Inn on the Turn Pike and was on the north side of the present highway. Some of the stone foundation are in place.

There were two large barns on the property. The Phillips family were Democrats. Their sympathies were with the confederacy during the Civil War. Children of the Phillips family were all born at their Red House residence. The children were Minnie, Lee, Florence and Ella.

The following is a true account and was told by Mrs. Thaddous Hinebaugh about 1926 to Mrs. James Hamilton. Mrs. Hinebaugh wanted to visit the farm and meet the new owners, the Hamiltons. Mrs. Hinebaughs' Mother was living in the Inn during the Civil War. She was sitting by a window holding a child. A light flashed outside, someone knocked and then opened the window to say, "We have a horse thief in the barn who has a lot

G-V-A-043

of horses here. We have the place surrounded". Mrs. Phillips was always afraid after that experience. After her husband's death, Elizabeth sold the farm and moved into a modest cottage on the Oakland-Mountain Lake Park Road, where she died June 30, 1896 and is buried in the Oakland Cemetary.

The U.S. Census of 1800 lists the following heads of families in what is now Election District 8; George Rinehart, William Ashby, Alex Smith, Henry-Joseph-Adam-and William White, John Irons, Dudley Lee, Nicholas and Jacob Storm, John Dixon, James Goff, James Childs. In 1810 are Nicholas Gower, Conrad Nine, Jesse Sharpless, John Waltz, Albert Houser, Marcus and Jacob and Abraham Moon.

Independence Day 1834, was loyally celebrated at the Inn home of George Rinehart near Red House. Several hundred people attended, including seventy women. At the break of day, two Gunds were fired. At noon a precession formed, led by a band, and marched to the dinner. Meshack Browning Esquire was appointed President of the day and Ralph Thayer, Vice President. The Declaration of Independence was read by Dr. Lewis Klipstine and an oration by R.F. Fergason.

The Red House Tavern located where the B.F. Knepp residence now stands, built in August 1861, was used as a picket station by the Union Army forces and information was passed from here to Fort Pendelton, the only fort ever built within the bounds of Garrett County during the Civil War. The Soldiers would come through and take cattle from the fields for food, and exchange their tired horses with fresh ones. Some of the families along the way would be up all night baking Buckwheat cakes to feed the



G-V-A-043

soldiers. The Red House Inn was built around 1830. The Inns afforded pens overnight and feed for the animals, as well as bunks and meals for those attending. Over the years heavy traffic was carried over the mountains by way of the Northwestern Turnpike, now route 50. During this time of western migration, hogs, cattle, sheep, turkeys and geese were driven over this road. Flour, pork, hardware and all other types of merchandise was hauled by four and six horse teams.

"Chimney Corner" at Red House, junction of routes 219 and 50 is a favorite eating place on top of the mountains. It stands on property of the original Hoyer tract. There were several stores from time to time at Red House and under different ownerships.

The Preston Coal and Lumber Company purchased the Phillips Farm. Their superintendant was Frank Chase. Some of the farm was brought under cultivation to greater degree. A large barn was constructed by Peter Gortner of the Gortner settlement. (Mr. Gortner has a great talent as a barn builder. His barns kept well roofed, are still sound structurally) The farm was for the work horses used in the Preston Company built a standard gauge railroad from Crellin to Shaffertown in Preston County, south of Breedlove, W. Va.

The Hoyer Farm, now Hamilton Farms, was purchased by James F. Hamilton in 1925, from Senator Harvey J. Speicher. The Hamilton ownership has lasted the longest of record.

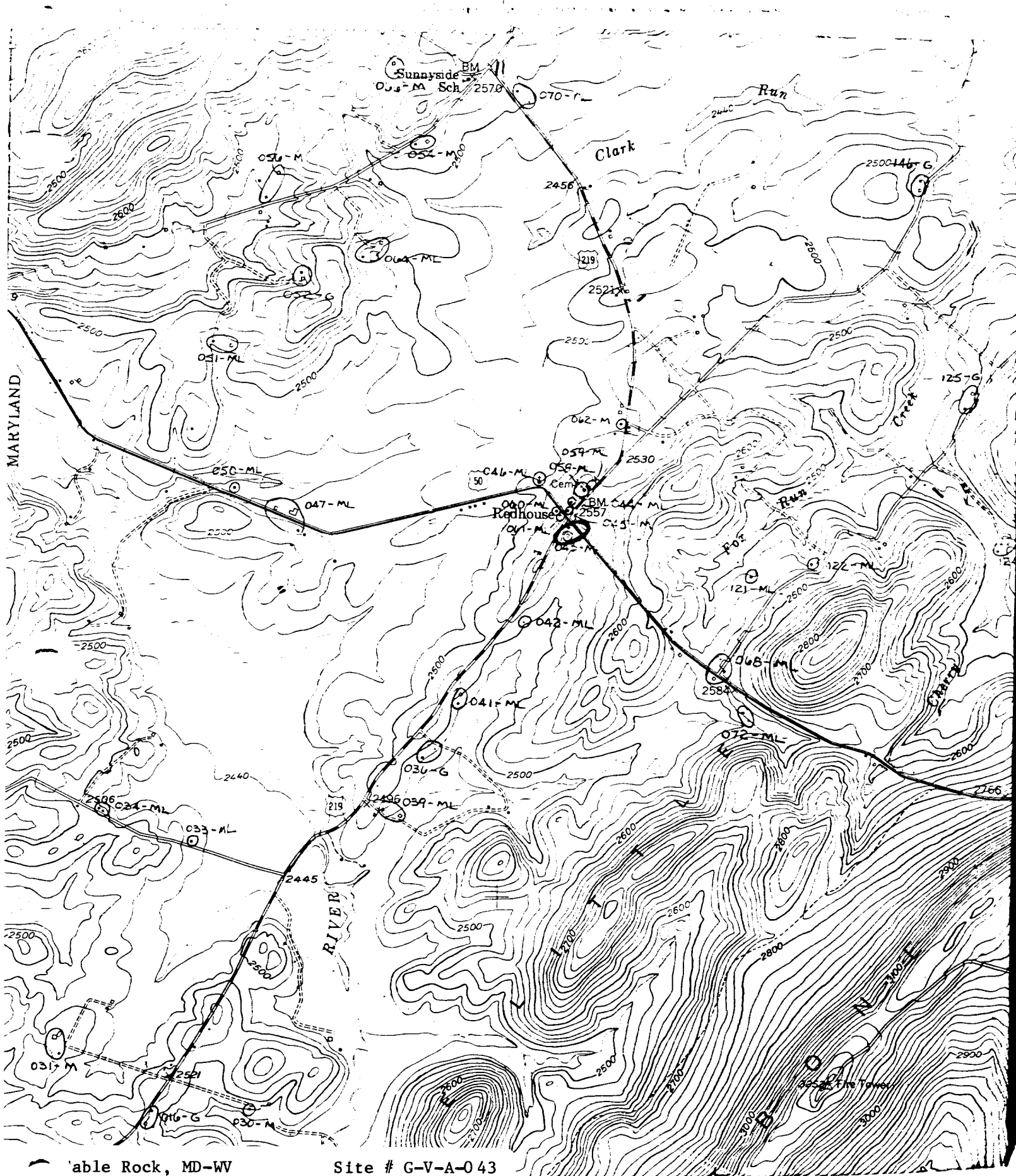


Table Rock, MD-WV  
 ,SGS 7.5 minute series  
 Scale - 1:24,000  
 1948; photorevised 1974

Site # G-V-A-043  
 Benjamin F. Knepp  
 Barn  
 Rt. 219, approx.  
 .1 mile S from  
 intersection with  
 Route 50



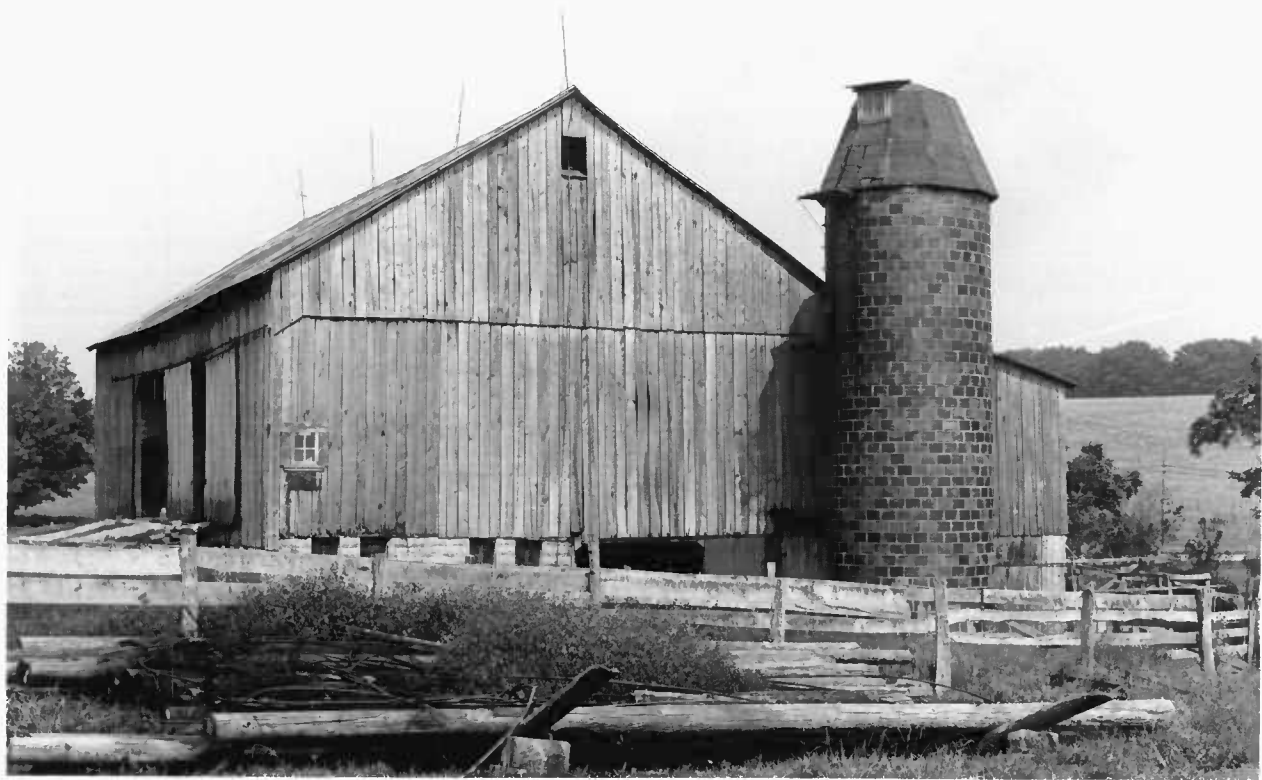
G-V-A-043

Benjamin F. Knepp Barn

Garrett County, MD

Donna Ware 9-8-80

NW facade Barn



G-V-A-043

Benjamin F. Knepp Barn

Garrett County, MD

Donna Ware 9-8-80

SW elevation